



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	PHILADELPHIA, PA	<b>Accident Number:</b>	DCA82AA014
<b>Date &amp; Time:</b>	02/03/1982, 1102 EST	<b>Registration:</b>	N1814U
<b>Aircraft:</b>	MCDONNELL-DOUGLAS DC-10-10	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 154 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

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## Analysis

THE AIRCREWS OF A UNITED DC-10 (FLT 99 HEAVY) AND TWO U.S. AIR DC-9'S (FLT 25 AND FLT 199) TAXIED FOR TAKEOFF AT ABOUT THE SAME TIME. DUE TO DELAYS, THE NO. 2 ENGINE OF FLT 199 WAS SHUT DOWN IN ACCORDANCE WITH APPLICABLE FUEL CONSERVATION PROCEDURES. AFTER FLT 99 WAS CLEARED FOR TAKEOFF, THE AIRCREW OF FLT 199 STARTED THEIR ENGINE, BUT IT TORCHED AND EMITTED FLAMES FROM THE TAIL CONE. THE CAPTAIN OF FLT 25 SAW THE FLAMES AND TRANSMITTED ON TOWER FREQUENCY, "99, YOU'RE RIGHT ENGINE'S ON FIRE." AT ABOUT THAT TIME, UNITED FLT 99 HEAVY WAS LIFTING OFF. THINKING HE HAD AN ENGINE FIRE, THE CAPTAIN OF UNITED FLT 99 HEAVY ABORTED ABOVE V<sub>1</sub>/VR RATHER THAN CONTINUING INTO A LOW CEILING WITH FOG AND RAIN. THE CAPTAIN THOUGHT HE COULD STOP ON THE HARD SURFACE, BUT WAS UNABLE. THE PLANE CAME TO REST ON MUDDY TERRAIN. ONE PASSENGER WAS INJURED DURING EVACUATION. DURING THIS SEQUENCE, THE TOWER CONTROLLER WAS UNABLE TO SEE THE RUNWAY DUE TO THE LOW VISIBILITY (3/8 MI).

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF

### Findings

1. (F) SAFETY ADVISORY - IMPROPER - PILOT OF OTHER AIRCRAFT
2. (F) COMMUNICATIONS/INFORMATION/ATC - NOT UNDERSTOOD - PILOT IN COMMAND
3. (F) WEATHER CONDITION - FOG
4. IDENTIFICATION OF AIRCRAFT VISUALLY - NOT POSSIBLE - ATC PERSONNEL(LCL/GND/CLNC)
5. (F) WEATHER CONDITION - LOW CEILING
6. (C) ABORT ABOVE V1 - PERFORMED - PILOT IN COMMAND
7. (F) WEATHER CONDITION - RAIN
8. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
9. (F) TERRAIN CONDITION - SOFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	11/02/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	24000 hours (Total, all aircraft), 900 hours (Total, this make and model), 162 hours (Last 90 days, all aircraft), 62 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MCDONNELL-DOUGLAS	<b>Registration:</b>	N1814U
<b>Model/Series:</b>	DC-10-10 DC-10-10	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	46613
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	254
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	410000 lbs
<b>Time Since Last Inspection:</b>	717 Hours	<b>Engines:</b>	3 Turbo Fan
<b>Airframe Total Time:</b>	26938 Hours	<b>Engine Manufacturer:</b>	GE
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	CF6-6D
<b>Registered Owner:</b>		<b>Rated Power:</b>	40000 lbs
<b>Operator:</b>	UNITED AIRLINES INC.	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PHL, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1050	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	38° C / 0° C
Precipitation and Obscuration:			
Departure Point:	PHILADELPHIA, PA (PHL)	Type of Flight Plan Filed:	IFR
Destination:	LOS ANGELES, CA (LAX)	Type of Clearance:	IFR
Departure Time:	1102	Type of Airspace:	

## Airport Information

Airport:	PHILADELPHIA INTL (PHL)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Wet
Runway Used:	9L	IFR Approach:	None
Runway Length/Width:	9500 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	11 None	Aircraft Damage:	Minor
Passenger Injuries:	1 Serious, 143 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 154 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	02/03/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).